

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 19 FEB 1949

Writing Report 1st DEC - 19 48 When handed in at Local Office 1st DECEMBER 19 48 Port of NEW YORK NY.

Survey held at HOBOKEN N.J. Date, First Survey 25th OCTOBER Last Survey 19th NOVEMBER 19 48

on the SS 'HADROTIS' (XADITHES) EX NIKI (Number of Visits 6)

Tons { Gross 7240
Net 4390

at JACKSONVILLE FLA By whom built ST JOHN'S RIVER SHIPBUILDING CO Yard No. 80 When built 1945-1

es made at HAMILTON OHIO By whom made GENERAL MACHINERY CORP Engine No. 8045 When made 1945-1

ys made at LOUISVILLE KY By whom made HENRY VOGT MACHY CO Boiler No. 15311-113 When made 1944-12

rated Horse Power 2500 Owners KASSOS STEAM NAVIGATION CO Port belonging to SYRA (ΣΥΡΑ)

Horse Power as per Rule 659 MN-668 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted YES

for which Vessel is intended OCEAN - DRY CARGO VESSEL

GINES, &c.—Description of Engines VERTICAL, TRIPLE EXPANSION. SURFACE CONDENSING. Revs. per minute 76

of Cylinders 24 1/2 x 37 x 70 Length of Stroke 48 No. of Cylinders 3 No. of Cranks 3

shaft, dia. of journals as per Rule 14 1/4 Crank pin dia. 14 1/4 Crank webs Mid. length breadth 29 1/2 Thickness parallel to axis 7 5/8

mediate Shafts, diameter as per Rule 13 1/2 Mid. length thickness HP+IP 9 1/2 Thickness around eye-hole 6 5/8

Shafts, diameter as per Rule 15 1/4 Thrust shaft, diameter at collars as per Rule 14 1/4 Kingsbury. Is the screw shaft fitted with a continuous liner YES

er Liners, thickness in way of bushes as per Rule 25/32 Thickness between bushes as per Rule 23/32 Is the after end of the liner made watertight in the

er boss YES If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner ONE LENGTH

liner does not fit tightly at the part between the bearings in the stern tube, is the space charged with a plastic material insoluble in water and non-corrosive YES

liners are fitted, is the shaft lapped or protected between the liners No Is an approved Oil Gland or other appliance fitted at the after end of the tube

er, dia 18'-6" Pitch 16'-0" MEAN No. of Blades FOUR Material BRONZE whether Moveable SOLID Total Developed Surface 117 sq. ft.

Pumps worked from the Main Engines, No. TWO Diameter 4 1/2 Stroke 26 Can one be overhauled while the other is at work YES

Pumps worked from the Main Engines, No. TWO Diameter 4 1/2 Stroke 26 Can one be overhauled while the other is at work YES

(No. and size TWO 12 x 8 x 24 Pumps connected to the Main Bilge Line (No. and size TWO 4 1/2 DIA; TWO 560 GPM. 10 x 11 x 12 VDDA.

s (How driven STEAM VERTICAL DUPLEX TWO 10 x 11 x 12 STEAM. How driven ME. RAM. : STEAM. (FIRE + BILGE, BALLAST + QSP)

t Pumps, No. and size OF TRANSFER; BALLAST + QSP. Lubricating Oil Pumps, including Spare Pump, No. and size

o independent means arranged for circulating water through the Oil Cooler Suctions, connected to both Main Bilge Pumps and Auxiliary

umps;—In Engine and Boiler Room FOUR x 3" DIA. AND TWO x 2 1/2" DIA INTO 5" DIA MAIN; THRUST ONE x 3" DIA TUNNEL ONE x 3" DIA ONE 2 1/2"

Room DEEP TANK WELLS HOLD NO 1 FOUR 1" HOLD NO 4 TWO 5/8" IN Holds, &c. NOS 1, 2, 3 HOLDS TWO EACH 3" DIA INTO 5" MAIN; NOS 4 & 5 HOLDS

EACH 3" DIA INTO 4" DIA MAIN; FORE AND AFT PEAK TANKS ONE EACH 3 1/2" DIA DIRECT SUCTIONS.

Water Circulating Pump Direct Bilge Suctions, No. and size ONE 10" DIA Independent Power Pump Direct Suctions to the Engine Room Bilges,

d size TWO 5" DIA Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes YES

Bilge Suctions in the Machinery Space led from easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges YES

Sea Connections fitted direct on the skin of the ship YES Are they fitted with Valves or Cocks VALVES

y fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates YES Are the Overboard Discharges above or below the deep water line BELOW

y each fitted with a Discharge Valve always accessible on the plating of the vessel YES Are the Blow Off Cocks fitted with a spigot and brass covering plate

Pipes pass through the bunkers How are they protected

Pipes pass through the deep tanks Have they been tested as per Rule

Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times YES

rrangement of Valves and their connections such as to prevent the possibility of water passing from the sea or from water tanks into the cargo or machinery spaces, or from one

ment to another YES Is the Shaft Tunnel watertight YES Is it fitted with a watertight door YES worked from ER. FLOOR LEVEL

N BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 10233 sq. ft.

Boilers are fitted with Forced Draft YES Which Boilers are fitted with Superheaters BOTH

d Description of Boilers TWO CROSS DRUM SECTIONAL HEADER S.T. Working Pressure 225 LBS Drum 250 LBS Spt 230 LBS

REPORT ON MAIN BOILERS NOW FORWARDED? YES

DONKEY BOILER FITTED? No If so, is a report now forwarded?

donkey boiler be used for domestic purposes only

JS. Are approved plans forwarded herewith for Shafting YES Main Boilers YES Auxiliary Boilers Donkey Boilers

(If not state date of approval)

Yes General Pumping Arrangements YES Oil fuel Burning Piping Arrangements

SPARE GEAR.

spare gear required by the Rules been supplied YES

principal additional spare gear supplied

The foregoing is a correct description

Manufacturer.



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Lloyd's Register
Foundation

Dates of Survey while building
During progress of work in shops - -
During erection on board vessel - -
Total No. of visits

Dates of Examination of principal parts—Cylinders 3 Nov 1948 Slides 3 Nov 48 Covers 3 Nov 48
Pistons 3 Nov 48 Piston Rods 3 Nov 48 Connecting rods 8 Nov 48
Crank shaft 8 Nov 48 Thrust shaft 14 Nov 48 Intermediate shafts 10 Nov 48
Tube shaft Screw shaft Propeller
Stern tube Engine and boiler seatings 14 Nov 48 Engines holding down bolts 14 Nov 48
Completion of fitting sea connections
Completion of pumping arrangements Boilers fixed Engines tried under steam 19 Nov 48
Main boiler safety valves adjusted 17 Nov 1948 Thickness of adjusting washers NO WASHERS
Crank shaft material OH STEEL Identification Mark Thrust shaft material OH STEEL Identification Mark
Intermediate shafts, material OH STEEL Identification Marks Tube shaft, material Identification Mark
Screw shaft, material OH STEEL Identification Mark Steam Pipes, material SEAMLESS STEEL Test pressure Date of Test
Is an installation fitted for burning oil fuel YES Is the flash point of the oil to be used over 150°F. YES
Have the requirements of the Rules for the use of oil as fuel been complied with YES
Is the vessel (not being an oil tanker) fitted for carrying oil as cargo No If so, have the requirements of the Rules been complied with
If the notation for Ice Strengthening is desired, state whether the requirements in this respect have been complied with
Is this machinery duplicate of a previous case YES If so, state name of vessel

General Remarks (State quality of workmanship, opinions as to class, &c.) The Machinery + Boilers of this vessel were constructed under Special Survey of Surveyors to the American Bureau of Shipping + U.S.C.G. the condition and standard of workmanship are considered to be good and satisfactory.
The main and auxiliary machinery as opened for survey (see Rptg) are in good condition were all examined under working condition and found satisfactory.
The machinery and boilers of this vessel are eligible in our opinion to be classed with this Society with a record of LMC 11-48. is recommended for the favourable consideration of the Committee.

The amount of Entry Fee ... \$: When applied for,
Special ... \$ SEE RPT. : Feb. 9 1949
Donkey Boiler Fee ... \$ 9 FOR FEE : When received,
Travelling Expenses (if any) \$: 19

Committee's Minute NEW YORK FEB 2 - 1949
Assigned LMC-11, 48

Bloomfield & Wootes.
Engineer Surveyor to Lloyd's Register of Shipping.